

NOBODY KILLED

A Wabash Train Is Wrecked

By the Spreading of the Rails.

Thirty of the Passengers Injured.

Exploding Oil Burns Two Cars.

A Rival Train Refuses to Stop.

St. Louis, Mo., Oct. 16.—The west-bound Chicago limited train on the Wabash road left the track one mile south of Hammond, Ind., at 6:45 o'clock tonight, resulting in the injury of some thirty persons. The wreck is remarkable in some respects, and is without parallel in that no one was killed out of the 450 passengers. The train was in charge of Conductor Woods and was making up thirty miles lost time. After Nankook had been passed there was a stretch of twelve miles of straight, level road to East St. Louis. The engineer put on all force and the train was going forty miles an hour when there was a sudden jar followed by the slowing of the train. The rails had spread behind the locomotive and the cars following went over a six foot embankment. The buffet car behind the baggage car swung across the track and the gas tank exploded, setting fire to the first chair car and the buffet car which were consumed. The injured immediately set to work to rescue their unfortunate companions. Two physicians on the train did noble service. While the excitement was at its highest pitch a train on the Big Four, only thirty yards away, came by at express speed, and refused to stop in answer to a signal. Aid had been sent for to St. Louis, but did not appear till 8 o'clock. At that hour a special from St. Louis with physicians and nurses arrived and brought the injured to this city.

Some of the Injured.
Among the injured were the following: C. C. Palmer, San Antonio, Texas, arm broken and thigh broken; A. W. Stager, St. Louis, arm broken; Mrs. Hannah C. Fugate, St. Louis, badly injured in breast; Mrs. Board, Mississippi, seriously injured in head; J. B. Hunter, Nevada City, Cal., seriously injured internally; Mrs. W. Frame, St. Louis, skull fractured; F. D. Mink, a Wabash conductor, scalp wound; Mrs. Kate Beckley, St. Louis, bruised; Mrs. W. Dunn, Missouri, rib broken; Miss Lou Dunn, dangerous wound on arm; Mrs. Mary Moore, St. Louis, thigh broken; Mrs. Lottie V. Henry, Coffeyville, Kan., shoulder dislocated; Mrs. M. Davis, Taylorville, Illinois, back broken; Mrs. W. M. South, Round Rock, Texas, head cut and arm broken; Robert H. Jenkins, Chicago, hand mangled; James Gordon, Rudolph, Louisiana, scalp wound; W. C. Englehardt, Toledo, slightly.

The Rails Spread.
In addition to those there were a number of returning world's fair visitors from St. Louis, injured who were conveyed to their homes by friends before their names could be learned. None of the train crew gave any theory concerning the cause of the disaster. The generally accepted opinion is that the speed and weight of the locomotive caused the rails to spread at a weak spot. For a dozen miles before reaching East St. Louis the tracks of the Chicago & Alton, the Big Four and the Wabash parallel each other, being only thirty yards apart, and every day a race seems to be going on between the two roads. A dreadful loss of life was caused by the gradual spreading of the rails. The wounded were cared for by the Wabash officials, the most severely injured being taken to St. Mary's hospital and the others to hotels.

One Hundred Chinese Drowned.
San Francisco, Oct. 16.—The steamer City of New York, from Hong Kong, brings news of a terrible accident at Singapore. Forty Chinese were killed and a hundred Chinese drowned. The ship was wrecked by a flood and 100 passengers drowned. The Japanese papers report the loss on September 8 of the British bark Phoenix Strait, on route from Singapore to Shanghai. She was caught in a typhoon and driven on the rocks. Captain Paulsen, wife, four children and fourteen Chinese and Malay sailors perished.

Charged With Homicide.
San Francisco, Oct. 16.—Jest Pepper, who married Mrs. L. H. Hallock last month and deserted her after two days in Chicago, where she committed suicide, has been arrested here, charged with homicide. Mrs. Hallock deserted her husband to marry Pepper. New York officials are here after Pepper. He claims that he was sent there before and says he believed Mrs. Hallock was divorced when he married her. Upon the discovery of the tragedy he deserted her.

Book Destroyed by Fire.
Portland, Me., Oct. 17.—At 12:30 this morning the books on the shelves of the Maine House of Representatives on the second floor and an entire block was destroyed, with a loss of \$10,000.

Woman's Fair Attendance.
Chicago, Oct. 16.—Paid admission at the world's fair today was 234,000.

Telegraphic Ticks.
All the offices of the Guaranty Investment company of Nevada, N. M. court, were indicted yesterday for being the United States mails to carry on a lottery business.

Indians at Grand Rapids.
Grand Rapids, Oct. 16.—The regulars have taken hold of the city government and the game company discovered today that the city is absolutely bankrupt. With an indebtedness of nearly \$100,000, owing due within the next six months, there is but \$10,000 on

CHOLERA'S ENDEMIC HOME.

Not India, But Arabia Is the Real Breeding Place of the Plague.

Shocking as are the statistics of mortality among the pilgrims to Mecca reported from June a few days ago, where 9,000 who set out but half the number returned, the death rate of this year is but little greater than that of ordinary years. The health officials of Bombay and other Indian cities, according to the New York Sun, have for some time been collecting facts and statistics to show that India does not deserve the ill-reputation it has of being the endemic home of cholera, but that Arabia is the home of the plague, and are preparing to make strenuous efforts to arouse the Arabian authorities and convince them of the fact and to have them apply a remedy. Some of the statistics printed in the Bombay Gazette reveal a terrible state of affairs.

According to the official returns of the health officer of Bombay, of 19,100 pilgrims who left that city for Mecca during the past eight years, only 63,000 have come back. Thirty pilgrims in every hundred have perished in every year of that period and very many of those who survived to return home have come back only to die of disease contracted on the pilgrimage. The fact advanced to prove that the pilgrims do not carry disease with them from India. There is a right inspection at Bombay before embarkation, and every pilgrim is required to pass a medical examination, to undergo a certain quarantine process, and to possess a certificate of good health. The mortality on the voyage from Bombay to Arabia is very small. It is after the pilgrims have entered the holy cities, and during the return, that the mortality is great.

A record is kept by the British consul at Jeddah of the number of pilgrims arriving at and departing from that port, with such particulars as will insure a general identification. The figures of this record fully corroborate those of the Bombay officials. An average estimate of a mortality of one-third among the Indian pilgrims in each year, when there is no epidemic of cholera, is clearly shown by the fact that the number of pilgrims who are able to return to India is only one-third of those who set out.

The Indian officials assert that the cholera plague which periodically sweeps around Arabia is a disease which is not indigenous to Arabia, but is introduced from India. There is a great scarcity of water in these places, and the quality of the little obtainable is bad. The famous Holy Well at Mecca offers the most complete conditions for spreading disease. It is a great crowd of pilgrims, and the water is so polluted that it is not fit to drink. The pilgrims are crowded together, and the water is so polluted that it is not fit to drink. The pilgrims are crowded together, and the water is so polluted that it is not fit to drink.

The authorities did for a time this year close up the well. Drainage in this city is little or none, and the most ordinary sanitary precautions were at first neglected. The cholera epidemic of 1892 was the worst in the history of the city. Not alone cholera is there bred, but small-pox and other like terrible diseases. The same conditions are true of Mecca, Jeddah, and Camaran, and the Indian officials will, for the good of the people, as well as for the sake of the city's reputation, make strong endeavors to induce the authorities of the holy places of pilgrimage to take an interest in drainage and general sanitation, to have more scavengers even if they have to have fewer priests. The pilgrims, it is believed, might probably take an interest in the condition of things in Arabia, and the result of their investigations will be offered in the hope that steps will be taken to crush out the cholera plague in what they assume to prove its real endemic home.

FARMERS IN SESSION.

William Ball of Michigan Spoke on Agricultural Situation.
Chicago, Oct. 16.—Over 300 delegates participated today in the opening session of the National Farmers' Union at the art institute. Chairman Alorton opened the session with a review of the various subjects to be considered during the week and then a hearty reception was accorded to J. Sterling Morton, secretary of agriculture.

William Ball of Michigan spoke upon the agricultural situation, Col. J. H. Brigham of Ohio on the relations of the farmer and agriculture to other classes and industries, Col. J. M. Jones of Idaho upon comparative agriculture and while the Hon. William B. Ewing, Secretary of Agriculture, presided. Dr. C. C. Wright, an educational and social features of farm organization.

Scottish Rite Masons.
St. Louis, Oct. 16.—The supreme council of the Order of Scottish Rite Masons for the southern jurisdiction of America, embracing all the southern states, Missouri, Iowa, Nebraska, Colorado, Wyoming, all the Pacific coast states, Idaho, Montana, Utah, the Sandwich islands, Japan and China, convened in special session in Continental hall at 10 o'clock this morning. The convention will be in session three days. Its principal object is to elect a supreme grand commander to succeed James Cunningham, Baltimore, who had served months ago.

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ITS DUTY IS PLAIN

Judge Cooley's Views Upon the Senate's Powers.

MAJORITIES SHOULD GOVERN

Senatorial Courtesy or Custom Should Not be Tolerated to Block Legislation in Any Manner.

New York, Oct. 16.—In reply to an inquiry as to what course he thinks the majority of the senate ought to pursue in order to secure a vote on the repeal bill, ex-Judge Thomas M. Cooley sends to the Evening Post the following: "The senate is one house of a legislature created by the constitution to make laws for the country. Its authority to act is by majority; this is clearly implied and as much a part of the constitutional grant of power as if expressly declared. If the senate was to make a rule declaring that the minority might by talk for the express purpose and by dilatory motion having no other object, or in any other way stop legislation, and prevent the majority from proceeding to vote, the rule would be void because depriving the senate of its constitutional power. If a custom to that effect were to grow up and be tolerated by courtesy as one that in so dignified a body would not be abused, it would be equally void and the senate in recognizing it to the extent of permitting the minority to decide what action should be, or that no action should be taken, would be taking a revolutionary course.

"It is constitutional duty plainly is to proceed as if no such revolutionary rule or custom existed. When a minority of the members show by their conduct and even openly by their words, that they propose to avail themselves of the express purpose of preventing the senate from exercising its constitutional authority, they are in so doing professedly making use of rules of the body for a disorderly purpose and the senate is no more bound to submit to such a course of proceedings than it would be to that of persons not members who should in any way attempt to prevent regular and legal legislation.

"Members of the majority should make the proper motions looking to the speedy and final action on the pending measure and the presiding officer should recognize them; since only in that way can the inalienable right of the senate to express its will be exercised."

IT WAS BOYS' PLAY.

Senators Demanded Roll Calls and Quorum Huntings.

WASHINGTON, Oct. 16.—The leaders of the opposing forces in the silver campaign were present at the opening of the session this morning. On the one side Mr. Voorhees and his chief lieutenant, Mr. Faulkner, were in consultation with the plan, and on the other side Mr. Jones of Nevada was ready to resume his attack upon the repeal bill and was receiving hints and suggestions from his fellow chiefs, Messrs. Teller and Stewart. These respective groups had frequent exchanges. For instance, two republican senators, Mr. Cullum and Mr. Tuck, Mr. Faulkner's place beside Mr. Voorhees and had earnest consultation with him while the Nebraska populists, Mr. Allen, crossed over to the republican side of the chamber and exchanged views with Senators Teller and Stewart. These were the preliminaries to the opening of the eleventh week of the extraordinary session of congress and of the eighth week of the senate debate on the bill for the repeal of the Sherman act.

Mr. Alderson suggested an amendment which he would offer to Mr. Hill's resolution to amend the rules by counting senators who are present and paired, so as to make a quorum. The addition proposed by Mr. Alderson is, "and if on recapitulation of the vote it shall appear that a majority of the senators present have voted, the question shall be determined and the result announced the same as if a quorum had really voted."

Mr. Lodge called up his resolution for an amendment of the rules, a plan to close debate and compel a vote, and a prohibition against extraneous speeches and addressed the senate on it. He argued in favor of the adoption of the house method of counting the quorum on which point he said he agreed with the senator from Louisiana except as to the penalty of expelling senators who refused to vote. He would, however, have such senators count as present. Mr. Vest said that under existing circumstances it was impossible to consider the question of silver at the same time with that of an amendment of the rules. He believed that the amendment could never arrive at a solution of the question now harassing the senate and the country until all parties were satisfied as he was satisfied that unconditional repeal could not be had in the senate. Whenever senators came to that conclusion a compromise measure could be passed just in all sections of the country and to all classes of society.

After some little prolongation of the session the lodge announced to the rules went over until tomorrow and the silver purchase repeal bill was taken up. Mr. Jones took the floor for the purpose of continuing his speech against the bill which he began last Saturday. He spoke until 3 o'clock, and then pleading that he was not well, and he would resume at another time, when he would discuss the cause of the recent distress.

At 5 p. m. a motion to adjourn was made by Mr. Fugh and was voted down. In twenty minutes afterwards the plan of quorum compelling was begun by Mr. Kyle. Forty-five senators responded and Mr. Foster delivered another short session of his speech. Five minutes had not elapsed when Mr. Pettigrew challenged the presence of a quorum and this time forty-four senators answered. A question of order was made by Mr. Dolph that Senators Kyle and Allen were present and had not voted. But the presiding officer overruled the point.

At 6:30 Mr. Foster suggested the absence of a quorum. The roll call disclosed the presence of forty-two senators, less than a quorum, but before Mr. Voorhees motion that the sergeant-at-large be directed to see that the presence of absentees, two more senators came in, making one more than a quorum.

WHO WAS TO BLAME?

Inquest Begun on the Jackson Railway Catastrophe.

KIMLING AND WEBB TESTIFY

Both the Fireman and Conductor Swore the Air Brakes Failed to Work When Accident Occurred.

JACKSON, Mich., Oct. 16.—The inquest to determine the cause of the death of the twelve victims of the railroad wreck on Friday last, began in the council chamber this afternoon. Alfred Russell and J. A. Parkinson appeared as attorneys for the company while the people were represented by Prosecuting Attorney Kirby, Assistant General Manager L'Honnemue, Roadmaster Smart and Division Superintendent Jordan of the Michigan Central were also present. Joseph Kimling, fireman of the second section, testified that the train had stopped at Ypsilanti to take water. He could not remember whether Engineer Whalen tried the air brakes before leaving Ypsilanti and Jackson. He first saw Whalen try the air brakes about half a mile from where the accident occurred.

"I noticed nothing wrong until Whalen said: 'She won't hold. You had better look out for yourself.' Whalen reversed the engine and used sand. The engine was five coach lengths from where the accident occurred.

Running Twenty-five Miles an Hour.
He thought the train was running twenty-five miles an hour when it passed the semaphore and twenty miles an hour when it struck the first train. The air brakes were tested and found all right at Detroit. The train was slowed up at Dexter and Ann Arbor to see that everything was working all right.

Kimling could not say whether Whalen had his train under control so he could have stopped at any semaphore between Detroit and Jackson. The engineer had plenty of time to stop several times before reaching the first section if the air brakes had worked. The rules of the company requires that an engineer keep the air brakes in test at all times, so they can be used instantly, and that when a semaphore is up as a danger signal the engineer must stop before coming to it.

Witness thought Whalen tried the air brakes before he saw the semaphore. **Conductor Webb's Story.**
Conductor Webb of the second section testified that he deemed it impossible to have stopped the train before the collision, after the air brakes gave out, by all other means at his command on that train. Twelve brakemen and possibly six might have stopped the train. There were only two brakemen and a baggage man on his train, however. He said he did not know it, if anyone rode on the platform of the baggage car.

"I first knew things were wrong when I heard the whistle for brakes, before we got to the semaphore. I pulled the automatic cord in my car, but it had no effect on the speed, though usually that action will set all the brakes. I ran out on the platform and saw the train ahead of us. Then I ran into the other cars and pulled the cord in two other cars, but with no effect.

"We were running about eighteen miles an hour when the accident occurred. In coming to the city I noticed the train slack from thirty-five miles an hour to about eighteen, when the whistle sounded for brakes."

WAS IT SUICIDE?

Ford Found Dead With Opium and Morphine in His Room.

JACKSON, Mich., Oct. 16.—Erving Ford, aged about 20, was found dead in his bed this morning. He roomed in the Pond block. The surroundings indicate suicide. There were two envelopes in a drawer in the dresser. One contained two grain capsules of morphine. Young Ford had been employed by the Tucker Music company for three months, as bookkeeper. He was studious, sober and had no bad habits. His father is Charles A. Ford, who runs a general store at Hanover, and is a wealthy man. The friends of the dead young man are loth to believe he committed suicide, but prefer to believe that he took the drug to ease pain, as he was in poor health. Rigor mortis was only partially developed, showing he had been dead only three or four hours. An inquest will be held tomorrow morning.

SODERBERG'S NEW BOND.

Sensation in the Board of Muskegon County Supervisors.

MUSKEGON, Mich., Oct. 16.—Quite a sensation is springing at the session this afternoon of the board of supervisors, when County Treasurer Soderberg presented a new bond in the sum of \$150,000, headed by Congressman John W. Moon, for \$25,000. This supersedes a bond for like amount headed by millionaire John D. Ford. Thereby having a great effect on the treasury. It is generally reported that the treasurer has no word as to the management of his own office since he went into office last January and that it has been dominated by his late bond, which dictated the appointment of Max Lang as deputy. The bond will be reported tomorrow favorably, when it is expected the deputy will be changed. The board decided to submit to a vote on Thursday, November 14, the matter of adopting the county roads system.

J. H. STONE FOR CONGRESS.

Republicans Select Him to Run Against Griffin.

DETROIT, Mich., Oct. 16.—The first district republican congressional convention was held at Germania hall this afternoon. Thomas Patterson was made permanent chairman and after the committee had reported, balloting was commenced. On the second ballot, James H. Stone, external revenue collector for this district, received 25 votes to his opponent's 14 and the nomination was made unanimous.

The convention was held to nominate a successor to the late J. Logan Chipman who died a couple of months ago.

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LAKE DISASTER

Steamer Wocoken Goes Down

With All but Three of the Crew

Swept Before an Angry Sea.

More of the Loss of the Richmond.

List of the Victims Growing.

BUFFALO, N. Y., Oct. 16.—Two more victims have been added to the already long list of fatalities resulting from the terrific northwest gale that swept the lake last Saturday and Sunday last. It is now definitely known that the steamer Wocoken of Cleveland foundered in ten fathoms of water just above Long Point on the northern coast of Lake Erie in the recent storm, carrying down with her all but three of the crew. The list of those drowned is as follows: Albert Meswald, captain, and Miss Sarah Meswald, his sister, Marine City; Capt. John Litchell and Capt. David Jones, first mate, Cleveland; Matthew Hester, second engineer, Marine City; Michael Hinkleman, chief engineer, Cleveland; Charles Minard, steward, Henry Branch, watchman; Mike Kenney, deck hand, and William Each, wheelman, Marine City.

Saved J. F. Saph, second mate; Robert Crowding, deck-hand; J. H. Rich, wheelman, Cleveland. The Wocoken was bound from Ashtabula to Duluth with a cargo of coal. She sailed on Friday, on the eve of the great storm from near the starting point of the ill-fated Dean Richmond, and must have encountered the storm at the height of its severity while making for Ashtabula. She was picked up by the Richmond, Long Point on the north shore of Lake Erie was the haven sought by both vessels, but both became the prey to the dangerous coast along that part of the Canadian border. The Wocoken made her way to Erie with safety. There she picked up his consort, the Joseph Page and proceeded up the lake. The vessel had proceeded well into the lake before she was struck by the storm. She faced the gale and prepared for the battle for life.

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List of the Victims Growing.

BUFFALO, N. Y., Oct. 16.—Two more victims have been added to the already long list of fatalities resulting from the terrific northwest gale that swept the lake last Saturday and Sunday last. It is now definitely known that the steamer Wocoken of Cleveland foundered in ten fathoms of water just above Long Point on the northern coast of Lake Erie in the recent storm, carrying down with her all but three of the crew. The list of those drowned is as follows: Albert Meswald, captain, and Miss Sarah Meswald, his sister, Marine City; Capt. John Litchell and Capt. David Jones, first mate, Cleveland; Matthew Hester, second engineer, Marine City; Michael Hinkleman, chief engineer, Cleveland; Charles Minard, steward, Henry Branch, watchman; Mike Kenney, deck hand, and William Each, wheelman, Marine City.

Saved J. F. Saph, second mate; Robert Crowding, deck-hand; J. H. Rich, wheelman, Cleveland. The Wocoken was bound from Ashtabula to Duluth with a cargo of coal. She sailed on Friday, on the eve of the great storm from near the starting point of the ill-fated Dean Richmond, and must have encountered the storm at the height of its severity while making for Ashtabula. She was picked up by the Richmond, Long Point on the north shore of Lake Erie was the haven sought by both vessels, but both became the prey to the dangerous coast along that part of the Canadian border. The Wocoken made her way to Erie with safety. There she picked up his consort, the Joseph Page and proceeded up the lake. The vessel had proceeded well into the lake before she was struck by the storm. She faced the gale and prepared for the battle for life.

LAKE DISASTER

Steamer Wocoken Goes Down